

People in motion



Location: Springfield, Mo.

Position: Senior Enforcement Inspector

Background: Mark Biesemeyer started as an investigator with Motor Carrier Services in 1985. The focus then was on economic enforcement, vehicle inspections and compliance with the Federal Motor Carrier Safety regulations. In the early '90s, the federal government deregulated all intrastate transportation, which greatly decreased the unit's focus on the economic regulations and increased the focus on safety regulations. As a result, Motor Carrier became involved in several federal programs such as the cargo tank and bus inspection programs. Due to the increased nationwide focus on safety, great improvements have been seen in the condition of carriers' equipment, driver qualifications and hours-of-service limitations.

The Job: Biesemeyer supervises the Springfield region. His job is to review each inspector's work, delegate assignments, complete monthly reports, appraise inspectors' work performance, and maintain correspondence with motor carriers and the public. He also spends time on the frontline of inspections.

"Motor carrier enforcement supervisors are also working supervisors, which means I often work in the field as an inspector," he says.

How It's Done: Carriers are identified for review through one of four ways: performance-oriented monitoring, application for authority, complaints filed against a carrier and at the carrier's request. When a carrier is identified, Biesemeyer assigns an inspector, who sets up an appointment to conduct the compliance review and vehicle inspections. These inspections are done by actually crawling over and under the vehicle to check equipment such as brakes and axles.

"If we pull equipment out of service, we tell the carrier what repairs need to be made before the unit can go back on the road,"

By Jim Coleman

Photography by Shaun Schmitz

Mark Biesemeyer

Biesemeyer explains. "If repairs are needed, and we don't place the carrier out of service, all repairs need to be made within 15 days."

A supervisor's work varies from region to region, depending on the number of inspectors and special projects. However, each inspector is assigned the same number of audits and inspections to be completed annually. Biesemeyer helps coordinate the Branson area bus checks his department conducts.

"We've inspected thousands of buses over the years in Branson," he says. "The number of accidents prevented and lives saved by these inspections alone is untold."



Favorite Part Of

The Job: Biesemeyer says his favorite part of the job is the inspection process.

"I feel a great sense of satisfaction from actually identifying a problem, such as a cracked brake drum or leaf spring, and taking that vehicle off the road," he says. "That's prob-

ably due to the immediate sense of making a difference by making sure that vehicle does not pose a continuing safety threat. When you remove a school bus loaded with children from the road because it had a shattered wheel, you know the chances of you making a difference are good."

After Hours: Biesemeyer and his wife have three children ranging from ages 3 to 6. Obviously this takes a great amount of his free time. In his scarce free time, he loves to hunt and fish.

"I used to play sports, but my children claimed priority over the softball diamond," Biesemeyer says. "Today, the only diamond you will find me on is the tee-ball diamond." ■

Jim Coleman is a public information coordinator at MoDOT General Headquarters.